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\$1.000. -WANTED, a PARTNER in the arready accured, nicely formished and in a splendid location, and low rent.

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Proposals.

POST-OFFICE DEPARTMENT, WASHINGTON, Oct. 16, 1869.

PROPOSALS FOR MAIL LOCKS.—SEALED PROPOSALS for farmishing MAIL LOCKS and KEYS of new kinds, to be ambetituted for the Locks and Keys now used on the United States unails, will be received at this Department until 9 o'clock a. m. the 'all day of FEBRUARY, 1870. It is desirable to obtain Locks and Keys of a new construction for the exclusive mas of the United States mails, and, if practicable, invented expressly for that purpose. As the exposure of a model Lock and Key to public examination would impair, if not destroy, its utility for the mails, the Department prescribes no model for bilders, but relies for its selection on the specimens of mechanical skill and sugesnity which a fair competition among inventors, hereby invited, many develop. It is sufficient to describe the principal requisities of a Mail Lock, as follows: Self-Locking uniformity, security, lightness, attempth, distrability, nouvely of construction and facility of use. Two kinds of Locks and keys, one of brass, and the other of iron, different in exterior form and interior construction and facility of use. Two kinds of Locks and keys, one of brass, and the other of iron, different in exterior form and interior construction and facility of use. Two kinds of Locks and keys, proposed are required to be submitted with the Pronocais; one of each sample Lock to be riveted up and situable, and another to be open or unriveted, so that its internal structure and arrangement may easily be examined. Every sample should be plainly marked with the bidder's natue, and, if the same or any part of it be devered by a patent, the date of such patent, and the name of the patents of units be sarranted not ten infringe upon or conflict with sur, pair.

The internal plan or arrangement of the Locks offered, and the pacticular shape of the Key requisite to open them, must not be like any new or heretofore in use.

They must be warranted not to infringe upon or conflict with any patented internal on which the bidder is not the patentes. Preference will be given to a Lock, the Key of which has not been exposed to general behavior or been publicly described, disclosed, or suggested.

A decision on the various specimens and proposals will be made on or befire the 3d day of MARCH, 1870; and, miless the Postmaster-General shall deem it to be for the interest of the Department to reject all the Proposals and specimens submitted under this advertises west (a right hereby expressly reserved to him), contracts will be entered into as soon thereafter as practicable, with the successful bidder whose locks shall be adopted, for furnishing similar Locks and Keys for four years, as they may be required and ordered. If mutually agreed to in writing by the contractor and the Postmaster-General fog the time being, not less than six mentils before the expiration, the contraction may be extended and ordered. If mutually agreed to in writing by the contractor and the Postmaster-General shall have the rightful annulated at any time, the Postmaster-General shall have the rightful annulated at any time, the Postmaster-General shall have the rightful annulated at any time, the Postmaster-General shall have the rightful annulated and service, and if he shall deem proper to denable and receive from the late or defaulting contractor all innulated or unfaited by same, or large the surrounder to the Bepartment shall be paid for the same, at such price as mare be ascertained by fair appraisacement.

The contractor must agree and he salte to furnish, if required and erdered, 20,000 Brass Levs with the months from such time. But the Postmaster-General will reserve the right to increase or climinals, as the wante quinter sate of the service may demand the quantities of the Locks and Keys above

them.

All the Locks furnished by the contractor must be warranted to keep in each working order for any years in the ordinary use of the service, when not subjected to obvious violence; such as become defective, within that time to be replaced with perfect Locks without charge. All the Locks furnished under contract are to be, each, distinctly marked 'U.S. Mail,' in eitner suck or raised letters, and all the Keys are to be numbered in the natural order; each Key having its appropriate number distinctly stamped upon one side of the new and "U.S. Mail" on the opposite with

Froposis should be carefully scaled, and addressed to the "Second Assistant Postmaster General," and indused on the envelope "Proposis for Mail-Locks."

JOHN A. J. CRESWELL,
Postmaster General.

PROPOSALS FOR MATTRESSES.—SEALED
PROPOSALS FOR MATTRESSES.—SEALED
PROPOSALS, indexed "Proposits for Mattresses," will be received
at this lunran until 2 o'clock p. no on the beforeath day of November.
1966, for the supply of No. Thomsand Mattresses, three thomsand five
hundred of the same to be delivered at the New-York Navy-Yard, one
thomsand five hundred at the Philadeiphia Navy-Yard, and one thousand
at the Boston Navy-Yard.
Severa hundred of the mattresses to be delivered at the New-York NavyYard sould have one cover each, and the behave, twenty-eight hundred,
are to be crivered without covers. The sattresses to be delivered at
the Philadeiphia and Boston Navy-Tards until have one cover each.
Kach muttress must weight ten pomots, reluting ticking, which is to be
cut at feet six inches in length and thereth and twenty-nich inches in
width. The hetr ricking everse and make must be equal to the same

must measure severy seven inclus in leaving and twenty-inter inches in width. The helt, ficking, reviews and make must be equal to the same ples at the Navy-Yand at New-Yors, Phindelphia, and Bostoo, and et this Hureau.

One thousand mattreases must be delivered at the Navy-Yard, New-York; five fundred at the Navy-Yard, Phindelphia: and five hundred at the Bastoo Navy Yard, eithin thirty days, and the balance within aniset days, from the date of the contract.

Honds, with approved security, will be required in one quarter the estimated amount of the contract, and twenty per count, in addition will be withinfield from the amount of each payment as collaters; security for the due performance of the contract, which reservation will not be paid until the contract is fully compiled with.

Every offer most he accompanied by a written guarantee, signed by one or more responsible persons, that the hidder or hidders will, if his critical that he accompanied by a written guarantee algoed by one or more responsible persons, that the hidder or hidders will, if his critical that he accompanied by a written guarantee, such as the proposed.

No proposal will be considered unless accompanied by a wond guarantee, and the Bepariment reserves the right to reject any proposal unless the

Borses, Carringes, de,

FOR SALE, at private stable, No. 38 East BOARD FOR HORSES—A short distance in the country. Apply to Capt. DeCamp. 49 Beckman-st. W.M. FUNSTON.

STANLEY DAY, Auctioneer, Offices, 925 Broad-sablishment of a gentleman lately devessed. STANLEY DAY, Auc-tioner, will rell on TURSDAY MODISTING. Nov. 16 at 9 octock, at the stables, rear of Nos. 329 and 331 West Fifteenthest, between Kighth and Nisthwas, where the property can be examined previous to sale. For forther particulars see to-morrow's advertisement.

TO LET-Part of a CARRIAGE-HOUSE and

SUPREME COURT, Westchester County.—In the metter of the application of RODERT PATTERSON, HENRY PERRIS, JACODE E. HOWARD, RUGH LAUNEY, and WILLIAM WATSON, Commissioners moior Chapter 289 of the Laws of 1992, entatied "As Act to authorize the Tueng of Westchester and West Farms to construct a Righway is said Towin, to be known as the Formation of the Commissioners of Appliances have perfected and completed their report, and have filed the same as reviewed and completed their report, and have filed the same as reviewed and completed their report, and have filed the same as reviewed and completed their report, and have filed the same as reviewed and completed their report, and have filed the same as reviewed and completed with the Court, at a special term thereof, to be held in and for the Second Judicial District, at the Countylows in White Plane, County of Westchester, on the fourth Monday of November, 1869, at 10 relacts in, or as soon thereafter as coursed can be heard, to have said report confirmed.—Dated Nov. 1, 1100.

ROSHETPATTERSON.)

ERT PATTERSON, 1 ROBERT PATTERSON, HENRY FRIERIN. JACOB E. HOWARD. HUGH LUNNEY. the Act. WILLIAM WATSON,
JOHN C. DONORUE,
HAWLEY B. CLAPP,
CHARLES W. LITTLE,
Appraisement

Corporation Motices.

CROTON AQUEDUCT DEPARTMENT-To IRON PIPE MANUPACTURERS.—Scaled proposals will be receive is office (Rotunda, City Hall Park.) until II o'clock a. m., of THURS Nov. 11, 1895, for farmishing and laying about 650 feet of 3-incl area pipe lined with wood, with Ward's patent socket joints, from bottom Island to Randal's Island. For blank proposals and further

ROBET L. DARRAGH., Adjustants GEO. S. GREENE, S. Board.

CROTON AQUEDUCT DEPARTMENT.—

TO CONTRACTORS.—Separate sealed proposals, each indured with the title of the work to which it relaises the name of the bidder, and date of offering, will be received at this office until 10 c'clock a. m. and date of offering, will be received at this office until 10 c'clock a. m. and the offering, will be received at this office until 10 c'clock a. m. and the received at the office until 10 c'clock a. m. and the received at the office until 10 c'clock a. m. and the received at the office until 10 c'clock a. m. and the received at the sealers of the following store of the received at the rece

CROTON AQUEDUCT DEPARTMENT.-TO CROTON AQUEDUCT DEPARTMENT.—TO
CONTRACTORS.—Separate scaled PROPOSALS, each indoraced
with the title of the work to which it relates, the name of the hidder,
and the date of the offering, will be received at this office until 11 o'clock
a.m. of WEDNISDAT, Nov. 24, 1889, for the laying of the pavement
known as the "Robbins Preserved Wood Pavement," at a price not
exceeding \$5 50 per square yard, in Fourthest, from the Bowery to
Manginest, and in Fifthest, from the Bowery to Manginest. Also for
the laying of the pavement known as the "Stow Foundation Pavement,"
at a price not exceeding \$5 per square yard, in Manden-lame (throughout), and in Fifteetts it, from Broadwar to Seventh-ave. Bids will be
received only from such persons as may be legally authorized to lay these
pavements. For further information, apply to the Contract Clerk at this
CROMAS STEPHENS,
ROBEL L. DARRAGH.

GEORGE S. GREENER,
Board.

CITY OF NEW-TORK, DEPARTMENT OF FINANCE,

ROTUNDA, CITT HALL PARK, Nov. 40, 1860.

CITT OF NEW-YORK, DEPARTMENT OF FINANCE,
BUREAU OF THE RECEIVER OF TAKES,
COURT-HOUSE, PARK, 32 Chambers at., Nov. 5, 1869.

TO TAXPAYERS.—Notice is hereby given that one per cent will be added to all tares unpaid on the let of December, also as additional one per cent on December 15. On all tares remaining unpaid on January 1 interest at the rate of twelve per cent of Taxes to the day of payment, will be added. No money will be received after 2 o'clock p. m. Office hours from 3 to 2 p. m.

BEKNARD SMYTH, Receiver.

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STEAM to GLASGOW and LONDONDERRY.
THE ANCHOR LINE.
favorite Clyde-built passenger assumers, are intended to sail as follows,
from Pier No. 20, North River, as 12 o'clock, noon.
CAMBRIA. November 12 COLUMBIA. December 4
10WA. November 21 COLUMBIA. December 14
AND EVERY NATURDAY THEREAFTEL.
RATES OF PASSAGE, PAYABLE IN CORRENCY:
Cablus to Liverpool. GLASGOW, or DERRY, \$90 and \$12.
Kxcursion tickets, good for 12 months, \$150.
Steerage to Glasgow or Derry, \$30; Intermediate, \$33.
Frepaid certificates from these ports, \$27.
Passengers booked to and from Hamburg, Harre, Rotterdam, Antwerp,
&c., at very low rates.
Drafts issued, payable at any bank in Great Brittain and Ireland.
For further information apply on the Steamers, foot of Dey-st., or at the Company office, No. 7 Bowling green, New-York.

HENDENSON BROTHERS.

THE NORTH GERMAN LLOYD'S

Steamship BONAU, Capt. 6. Erust,
carrying the United States Mail, will sail from the Bramen Pier, foot of
Thirdet. Hoboken.
on THURSDAY, November 18,

Steamboats and Kailronds.

FOR BOSTON,

FALL RIVER, TOUCHING AT NEWPORT. FALL RIVER, TOUCHING AT NEWFORT.

The world renowned Steamers

BRISTOL. ENGINEER PROVIDENCE,
Commander Lawis,
Commander SIMMONS,
Commander SIMMONS,
Commander SIMMONS,
Commander SIMMONS,
M. R. SIMONS, Managing Director,
CHARLES H. VAILE, Gen. Passenger Agent,
H. H. MANGUM, Preight Agent.

NOTICE. — NARRAGANSETT S. S. Co.,
FALL RIVER LINE.
SUNDAY BOATS DISCONTINUED.
The Steamers of this Line will make their last Sunday trips this season, NOVEMBER 7, 1869.
CHAS. H. VAILE, Gen. Pass. Agent.
M. R. SIMONS, Managing Director.

M. R. SIMONS, Managing Director.

SAFETY, SPEED, AND COMFORT.
NORWICH LINK.

For Reaton, Wercester, Fitchburg, Groton Junctien, Lowell, Lawrence, Nashua, Manchester, Concerd, Palmer, Brattleboro, and intermediate points. The new and stanch steamers
CITY OF BOSTON.

CITY OF LAWRENCE,
and CITY OF NEW-YORK.
CITY OF LAWRENCE,
will leave New York daily (Sunday excepted), at 4 o'clock p. m., from
Pier 40, North River, foot of Canal and Watte sta.
For New-London and Norwich, there connecting with Express treins
for the above points, via New-London, Northern, Norwich and Worcester, and Boston, Hartford, and Rrie Italiroads.
For through tickets and rates for freight, amply at the Office, Pier 40. For through tickets and rates for freight, amply at the Office, Pier 40.

North River.

J. E. SHORT, Jr., Agent.

New York, Oct. 18, 1899.

INDEPENDENT LINE for BALT., WASHINGTON, the WEST.
SOUTH-WEST, and NORTH-WEST. WESTERN FREIGHT rerelived and forwarded by PROPELLER LINE from Pier 6. N. R., and
WASHINGTON CITY FIREIGHT by C. and A. R. R. from Pier No. 1.
N. R. daily. RATES LOW, with quick dispatch. Passengers take the
N. J. and C. and A. route from bost of Courtiantical, privilege on route
WEST of a trip to Washington, D. C., and return without extra cont.
The ONLY LINE afording this extra indicement. TICKETS GOOD
UNTIL USED.
No. 292 Broadway, cor. Barclay st., New York.

Steamboats and Knilroads.

PEOPLE'S LINE FOR ALBANY.

THE LARGEST AND MOST MAGNIFICENT RIVER

NTEAMERS IN THE WORLD.

THE ST. JOHN, DREW, AND DEAN RICHMOND.

One of the above steamers will leare Pier No. 41 North River EVERY AFTERNOON (Sondays excepted) at 6 o'clock, arviving at Albany in time to connect with railrond trains west and North. Returning, leave the Albany Steamboat Landing at 7 o'clock p. m., or on the arrival of connecting trains from the West and North. Through tickeds can be obtained at the office on the wharf, and baggage checked to its destination.

Freight received until the hour of departure.

TROY LINE for ALBANY and TROY.—The elegant stemers vanDerreller and CONNECTICUT leave Pier No. 44 North River, near Spring-L. KVKRY EVENING (Satordays excepted) at 0 o'clock. Fare only \$1 50, being \$1 10 less than rail, and 20 cents cheaper than other lines: and like reductions to all points North, West, and East. Tickets and rooms at DODD'S KXPRESS, Nos. 439 and 94t Broadway, N. Y., and No. 1 Court-st. Brooklyn, and No. 208 West-st, N. Y.

West-st., N. Y.

FOR GLEN COVE and ROSLYN-Landing AWHITE STONE, BAYLIS'S DOCK (Fort Schurler), GREAT NECK, SANDS POINT, MOTT'S DOCK, and GLEN WOOD.—Steame SPAWANHAKA leaves Peck-slip EVERY AFTERNOON (Sundays excepted), at 3.30, stopping at 37th-st. each way, for passengers only. NEPTUNE LINE of STEAMERS for

PROVIDENCE AND BOSTON DAILY
at 4 p. m., from Pier 27, N. R., foot of Robinson at.
Cabin fare to BOSTON. \$4. To PROVIDENCE, \$3.
Deck fare to BOSTON. \$3. To PROVIDENCE, \$2.
eight at lowest rotes. Connect at Providence with Boston and Prov.
Prov. & Worcester R. R.'s. for all important N. Eng. cities and towns. FOR NEW-HAVEN, HARTFORD, SPRING NEW-HAVEN, HARVIE COMMENSURE Pec. AND THE NORTH. Fare, \$125. Steamers have Pec. Haven at 3:15 and 11 p. m., connecting with the Railroad. FOR BRIDGEPORT and points on Housatonic and Naugatuck Railroad. Fare, \$1. Steamers leave Catharine-slip at 12 noon, and 3 p. m.

FOR NORWALK and DANBURY.—Steamer SELLY WHITE leaves daily foot Market 2:45, and Thirty-eventh-st. at 3 p. m.

CENTRAL RAIL RAIL FORD TO NEW-JERSEY. Passenger and Freight Depot in New-York, foot of Liberty st., con-nects at Hampton Junction with the Delaware, Lackawanna, and West-ern Railroad, and at Easton with the Lebigh Valley Railroad and its con-nections, forming a direct line to Pittsburgh and the West, without change

nections, forming a direct line to Pittaburgh and the West, without change of cars.

Sixty miles and three hours sared by this line to Chicago, Cincinnati, St. Leois, &c., with hut one change of cars.

Silver Falace cars through from New York to Chicago, Cincinnati, St. Leois, &c., with hut one change of cars.

FALL ARRIANGEMENT.

Counsencing August 30, 1869.—Leave New York as follows: 6:35 a. m.—For States and Belliebern, Manch Chunk, Williamsport Wilkesbarre, Mahanoy City, Tackhanoock, &c.

7:15 a. m.—For States of the Strondsburg, Water Gap, Scranton, Kingt ton, Pittston, Great Bend, &c.

12 m.—For Flemington, Faston, Albentown, Manch Chunk, Wilkesbarre, Rading, Coiumbia, Lancaster, Ephraia, Likin, Pottsville, Scranton, Harrisburg, &c.

2:30 p. m.—For Semerville.

2:35 p. m.—For Semerville.

5:25 p. m.—For Semerville.

6 p. m.—For Semerville.

7 p. m.—For Somerville.

m.-Huighant (except Saturdays)-Stopping only at the

7.20 p. m.—Enighant (elcept

7.20 p. m.—For Plainfield.

8 p. m.—For Plainfield.

11:50 p. m.—For Plainfield.

9 a. m.—Wrethan Eppassa daily (except Sundays), for Raston,
Allentown, Harrisburg, and the West without change of cars to Clucionatic Chicago, and but one change to St. Louis. Connects at Harrisburg for Erle and the Oil Regions. Connects at Junction for Stroutsburg,
Water Gap, Seranton, &c. Connects at Phillipsburg for Mauch Chunk.

Chicago, Market Chunk, Chicago, Marchangel, Chicago, So. Water Gap, Scranton, &c. Connects at Finitipators or Matica Cooks, Wilsesburge, &c.

5 p. un.—Cinconnati Express, daily (except Saturdays), for Easton, Betblishers, Allentown, Reading, Harrishurg, Pittsburgh, Chicago, and Cincinnati. Niceping-Cars to Pittsburgh and Chicago. Connects at Junction with Delaware, Lackawanns, and Westers Ratiroad for all stations to Scranton. This train will be run to Allentown on Saturdays as a local train, stooping at principal Mations.

8 p. m.—Westerns Express Thairs, daily, for Easton, Allentown, Reading, Harrisburg, Pittsburgh, and the West—councets at Harrisburg with train for Williamsport, Eric, &c.

8 p. m.—Westerns Thairs, daily, for Easton, Allentown, Trains leave for Fitzabeth at 5:45, 6:39, 6:55, 7:15, 8:15, 8:29, 9:29, 19:30, 11:40 a. m.—12 m., 1:00, 2:00, 3:00, 3:30, 3:45, 4:15, 4:30, 4:45, 5:10, 5:25; 5:45, 6:00, 6:25, 7:00, 7:20, 7:40, 8:00, 9:00, 9:40, 10:45, 11:50 p. m.

4.45, 5:10, 5:25; 5:45, 6:00, 6:25, 7:00, 7:20, 7:20, 10:15, 11:50 p. m.
Tickets for the West can be obtained at the office of the Central Railroad of New-Jersey, font of Liberty-st., N. Y.; at No. I Asior House;
No. 254, 271, 256 Broadway; at No. 10 Greenwieb-st. and at the princinal hotels.

R. R. RICKER, Superintendent. H. P. BALDWIN, Gen Page Agt.

H. P. Baldwin, Gen Pass Agt.

R. P. Baldwin, Gen Pass Agt.

RIE RAILWAY.—Trains will leave Depots foot of Chambers at and foot of Twenty-thirder, as follows:
Through Express trains, at 8 s. m. 10 a. m., 5 3 p. m. and 6:30 p. m., daily. New and improved Drawing-Bosin Coaches will accompany the 10 a. m. train through to Buffalo, connecting at Hornellaville with magnificent Siepting Coaches through to Giereland. Siepting Coaches will accompany the 5 a. m. train from Suaquebanna to Buffalo: the 5:30 p. m. train to Buffalo and the 6:30 p. m. train to Rochester, Buffalo and Cincinnath. An Emigrant train leaves daily at 8 p. m.

For Port Jervis and Way, 11:30 a. m., daily, stopping at all stations; and 4:30 p. m., Orange Co. Express, connecting for Warwick, Shawangunk and Guiouville. and 4:30 p. m., Orange Co. Express, connecting for Warwick, Shawangunk and Uniontille.

For Middletown and Way, at 8:30 p. m.

For Greycourt and Way, at 8:30 a. m., daily.

For Newburgh and Way, at 8:30 a. m., disly.

For Newburgh and Way, at 8:30 m., disly.

For Suffero and Way, 5 p. m. and 6 p. m. Theater train 11:30 p. m.

For Paterson and Way, from Twenty-third-at. Depot, at 6:30 a. m., 10 m., 12 m., 12 m., 12 m. p. m. daily, 4 p. m., 5 p. m. and 6:30 p. m. From Chamberson Lepot, at 6:40 a. m., 10:15 a. m., 12 m., 1:45 p. m. daily, 4 p. m., 5 p. m. 6:40 p. m. daily, 4 p. m., 5 p. m. 6 m. and 6:45 p. m.

For Hackensack and Way, from Twenty-third-at. Depot, at 9 a. m., 12 m., 4 p. m., 5 p. m. 6 p. m. and 6:50 p. m.

For Piermont, Monsey and Way, from Twenty-third-at. Depot, at 9 a. m., 10 m., 3:30 m., 4 p. m., 5 p. m., 6 p. m. and 6:50 p. m.

For Piermont, Monsey and Way, from Twenty-third-at. Depot, at 9 a. m., 1 m., 3:30 m., 4 p. m., 5 p. m., 6:30 p. m., and Saturdays only *12 midnight. From Chambers-at. Depot, at 9 s. m., 1 p. m., *3:30 p. m., 4:15 p. m., 5:15 p. m., *6:30 p. m., and Saturdays only *12 midnight.

Coaches for passage and for Apartments in Drawing Room and Sleening Coaches can be obtained, and orders for the checking and transfer of Baggage may be left at the Company's offices, 241, 252 and 357 Broadway; 338 Futton etc., Brooklen; Depots foot of Chambers etc., and foot of Twenty-third-etc., New York; No. 2 Exchange-place and Long Dock Dapot, Jarsey City, and of the Agents at the principal botels.

To Piermont only.

WM. R. BARR, General Passenger Agent.

L. D. RUCKER, General Superintendent. H UDSON RIVER RAILROAD.—Trains leave

Tairileth at Depot as follows:
6:45 a. m., Way Train for Allany.
8 a. m., Buffale Express, Drawing-room cars attached.
10:30 a. m., Northern and Western Express, Drawing-room cars tached. 11 a. m., Special Chicago Express, through in 29 hours. Elegant

Drawing-room cars attached.
4 p. m. Montreal Express, Drawing-room cars attached.
6 p. m., Pacine Kapress with Sleeping cars through to Chicago withoot change. (Daily).
11 p. m., Night Express, Sleeping cars attached.
2 (30 p. m., Hudson Train.
5 p. m., Poughkeeping Train (Sandays 9 a. m.)
10 a. m., 4:10, and 7 p. m., Peckaniii Trains. 10 a. m., 4:15, 486 v. p. m. Trains. 5:10 and 6 p. m., Sing Sing Trains. 6:30, 7:10, 9, 9:40, and 11:50 a. m., 2, 4:25, 5:10, 7:10, and 11:30 p. m. J. M. TOUCEY, Supt.

LONG ISLAND RAILROAD leaves James-A slip: 8:30 a.m., Mail train for Greenport, 10:33 a.m., for Roslyn, Gleu Cove, Locust Valley, Huntington, and

Northport.

3 p. m., Riverhead Express Train.

4 p. m., for Roslyn, Glen Cove, Locast Valley, Huntington, and Northport.

5 p. m., for Roslyn, Glen Cove, Locast Valley, and North Islip.

7 p. m., form Hunter's Point, for Jamaica and Hempstead.

All trains connect at Branch for Hempstead.

Eunday trains for Roslyn, Glen Cove, Locast Valley, Huntington, and Northport, leave Hunter's Point at 9 a. m. and 2 p. m.

L. D. BARTON, Sept. Northport, leave Hunter's Point at 9 a. m. and 2 p. m.

MORRIS AND ESSEX RAILROAD.

Delaware, Lackawanna and wistern railroad Co. (Leswes.)

Denote in New-York foot of Barclar-at and foot of Christopher-at.

SUMMER ARRANGEMENTS, commenting MONDAY, May 10, 1869.

8 a. m. Mall, Thaln, connecting at Denville with Boonton Branch, at Daver with Chester Branch, at Waterloo with Sussey R. R. for Water Gay, Strondshirg, Scranton and Great Bend, and all points on the Lackawanna and Boonshirg, and Delaware and Huston R. Rot: at Ration with Lehigh and Susquedama R. R. for Betlieben, Allentown, Mauch China, and Wilkewstra, and Chinas and Wilkewstra, and Chinas and Wilkewstra, and Chinas and Wilkewstra With Book. B. R. for Betlieben, Allentown, March town, Dower, Harkettstown, Washington, Philipsburg and Raston; connects at Philipsburg with Bel. Del. R. R. for Betlicher, &c. and at Easton with L. V. R. R. for Betlichen, Allentown, Mauch Wilkewstra.

Wilcosharre.
4 p. m. SCRANTON EXPRESS connects at Washington with the D. L. and W. R. R. for Water Gap, Strondsburg, and Scranton; at Dover with Chester R. R.; and at Waterloo with Sussex R. R.
6:30 a. m. and 4:30 p. m. to SUMMIT and intermediate stations.
6:30, 7:30, 9:30 and III; 40 a. m., and I. 3, 3:40, 4:30, 5:30, 6:30, 8:45 and

tations.
5:10 p. m. MORRISTOWN EXPRESS.
2, 3, 3:30, 3:40, 3:50, 4, 4:30, 5, 5:10, 5:30, 6:10, 6:30, 7:45, 8:45, and 11:45 p. in. p. in. p. in. p. 2, 3:50, 5 and 6:10 p. in. p. A. Hissirt, G. P. A. Hissirt, G. P. A.

And 6:10 p. m.

R. A. HENNIT, G. P. A.

S. SCHOUII, Assistant Superintendent

R. A. HENNIT, G. P. A.

NEW-YORK AND NEW-HAVEN RAIL
SUMMER ARRANGEMENT.

COMMENCING MAY 10, 10:2.

Passenger Station in New York, corner of Twenty-seventh-st. and

Eonth-ave. Entrance on Twenty-seventh-st. and

Eonth-ave. Entrance on Twenty-seventh-st. and

Eralins J. E. E. W. W. York,

For New-Haven and Bridgeport, 7, 2 (EL.), 11:30 a. m.; 12:15 (EL.), 3

(EL.), 3:45, 4:30, 5:30, and 8 (EL.) p. m.

For Millord, Stratford, Fairfield, Southport, and Westport, 7, 11:30 a.

m.; 13:45, 4:30, and 5:30 p. m.

For Norwalk, 7, 8 (EL.), 9, 11:30 a. m.; 12:15 (EL.), 3 (EL.), 3:45, 4:30 (EL.), 5:30, 6:30, and 8 (EL.) p. m.

For Greenwich, 7, 9, 11:30 a. m.; 12:15 (EL.), 3 (EL.), 3:45, 4:30 (EL.), 4:45, 5:30, 6:30, 7:15 g. m.

For Greenwich, 7, 9, 11:30 a. m.; 12:15 (EL.), p. m.

For Greenwich, 7, 9, 11:30 a. m.; 12:15 (EL.), 3 (EL.), 2:15, 3 (EL.), 3:45, 4:45, 5:30, 6:30, 7:15, 3 (EL.), 3:45, 4:45, 5:30, 6:30,

Por Hartford, Providence, and Fishkill Railroad, 8 (Ex.), a. m.; 12:15 For New-Haves, New-Lordon and Stonington Railroad, at 8 a.m. 12: f5, J. 2 p. m.

For Caual Railroad, 3 a. m., and 3:00 p. m. to Williamsburgh.
For Caual Railroad, 3 a. m., and 3:00 p. m. to Williamsburgh.
For Housdarde Railroad, 3 a. m., a (8x.), 4:30 p. m.
For Nacqatuck Railroad, 8 a. m., 3 (8x.), 4:30 p. m.
For Daubury and Norwalk Railroad, 7 a. m., 12:15 and 4:30 p. m., a
m., in connection with Freight train from Norwalk to Daubury.
For New Causan Railroad, 7 a. m., 12:15, 4:30, and 5:30 p. m.
Commodious Sleeping Cars attached to 3 p. m. train.
JAMES B. HOYT, Superintendent.
JAMES B. HOYT, Superintendent. NEW-JERSEY RAILROAD-FROM FOOT of COURTLANDT-ST.—For PHILADELPHIA, IVIS CAMBER, 1 p. m., vis West Philadelphia, 8:50 a. m., 10 a. m., 12:30 p. m., 50 m. m., 60 p. m., 12:30 p. m., 50 p. m., 10 a. m., 12:30 p. m., 50 p. m., 12:30 p. m., 50 p. m., 5

9:20° p m. Property of the WEST-8:40 a. m., 8:50 a. m., 12:30 p.m., 5° p. m., 2° p. m. Silver Palace cars on 8:50 a. m. and 5 p. m., through to Cincianst without change; on "9 p. m., through daily to Louisville without change on 5 p. m. through to Cincians without change. The 5 p. m. through cars to Cincianst and Chicago without change. The 5 p. m. through cars to Cincianst and Chicago run daily, Saturdays accepted. On that day they are attached to the 9 p. m. train. ("Daily.)
Nov. 15, 1869. F. W. JACKSON, General Superintendent. NEWARK AND NEW-YORK RAILROAD.— DEPOT IN NEW-YORK, Foot of Liberty et., North River. On and after MONDAY, Aug. 30, 1959, passenger trains will run as follows: On and after MONDAY, Aug. 30, 1005, passenger trains with refollows:

LEAVE NEW YORK FOR BERGEN-AVE.—At 5:45, 6:30, 6:35, 6:15, 6:45, 9:20, 9:45, 10:30, 11:10 a. m., 12:25, 1, 2, 3:30, 4:30, 5:25, 5:45, 6:25, 7, 7:48, 8:30, 9:46, 10:45, 11:26 p. m.

LEAVE NEW-YORK FOR WEST BERGEN—At 5:45, 6:55, 8:45, 9:45, 11:40 a. m., 1, 2, 3:20, 4:30, 5:45, 6:35, 7:49, 8:30, 11:50 p. m.

LEAVE NEW-YORK FOR NEWARK—At 5:45, 5:30, 6:455, 7:33, 8:18, 3:45, 9:80, 9:45, 10:30, 11:40 a. m., 1, 2:25, 1, 2, 3, 3:30, 4, 4:30, 5:25, 5:45, 6:625, 7, 7:40, 8:30, 9:46, 10:45, 11:50 p. m.

R. K. RICKER, Superintendent, R. P. BALDWIN, Gau. Passenger Agent.

RARITAN and DEL. BAY RAILROAD.

For LONG BRANCH, RED BANK, BRICKSBURG, MANCHESTER, TOM'S RIVER, &c., by Steamer JESSE HOYT, at & p.
af., from Pier 32, foot Duane-at
Sept. 23, 1000.

W. S. SNEDEN, General Manager. Sept. 23, 1969. W. S. SNEDEN, General Managar.

SOUTH SIDE RAILROAD OF LONG

(SLAND.—WINTER ARRANGNMENT.—On and after October

25, the trains will leave the Rousevelt and Grand-st. Ferrise as follows:

1949 p. m., Mail and Passenger for Patchogue; 10 a. m., for Merrick.

1939 p. m., Express to Patchogue; 4:30 p. m., Accommodation for

1819—on Saturdays, through to Patchogue; 6:30 p. m., for Merrick
on Saturdays, through to Rabpion. All trains connect at Valley Stream,

very the Merrick late and early trains. No. 222 Broadway, cor. Barray B., as Colored and Passenger for Patchogue; 10 a. m., for allers at the Parents of Patchogue; 10 a. m., for allers at as follows: At 9 a. m., 1, 3:20, 4:15, 5:15, and 6:30 p. m., and at 13 midnight on Saturdays. through to Balayion. All trains connect at Valley Stream except the Merrick lete and early trains.

C. W. DOUGLAS, Superintendent.

NEW-YORK WEEKLY TRIBUNE.

THE LARGEST AND CHEAPEST.

THE GREAT FARMERS' PAPER!

The Paper of the People.

NOW IS THE TIME TO SUBSCRIBE FOR THE

GREAT FAMILY NEWSPAPER.

IT IS CHEAP BECAUSE ITS CIRCULATION IS LANGUE THAN THAT OF ANY OTHER NEWSPAPER. NOW IS THE TIME TO FORM CLUBS.

The New-York Weekly Tribune

is printed on a large double-medium sheet, making eight pages of six broad columns each. It contains all the important Editorials published in the DAILY TRIBUNE, except those of merely local interest; also Literary and Scientific Intelligence; Reviews of the most interesting and important New Books; the letters from our large corps of Correspondents; the latest news received by Telegraph from all parts of the world; a summary of all important intelligence in this city and elsewhere; a Synopsis of the Proceedings of Congress and State Legislature when in session; the Foreign News received by every steamer; Exclusive Reports of the Proceedings of the Farmers' Club of the American Institute; Talks about Fruit, and other Herticultural and Agricultural information essential to country residents: Stock, Financial, Cattle, Dry Goods, and General Market Reports; making it, both for variety and completeness, altogether the most valuable, interesting, and instructive WEEKLY NEWSPAPER published in the world.

The Full Reports of the American Institute Farm-

ers' Club, and the various Agricultural Reports, in

each number, are richly worth a year's subscription Ever since its commencement, THE WEEKLY TRIBUNE has been an authority upon the farm. We make features of the Farmers' Club, and permit no question of interest to the agriculturist to pass without comment and advice. When it is remembered that this advice is given by one of the most conscientious farmers in the country, the reader may estimate its value. It has been well observed that a careful reading and study of the Farmers' Club Reports in THE WEEKLY TRIBUNE alone will save a farmer hundreds of dollars in his crop. In addition to these reports, we have arranged to print the best things written on the subject of agriculture by American and foreign writers. We intend to increase these features in the coming year very largely. As it is, no prudent farmer can do without it. As a lesson to his workmen alone, every farmer should place THE WEEKLY TRIBUNE upon his table every Saturday evening.

THE TRIBUNE is the best and cheapest paper in the

country. This is not said in a spirit of boastfulness. We do not claim any essential superiority over our neighbors, except the superiority of place and opportunity. It has fallen to New-York to create the greatest newspapers of the country. Here concentrate the commerce, the manufactures, the mineral resources, the agricultural wealth of the Republic. Here all the news gathers, and the patronage is so large that journalists can afford to print it. A newspaper can be made in New-York for half the money, and yet with twice the value of newspapers elsewhere. This is the strength of THE TRIBUNE. We print the largest, and cheapest, and best edited weekly newspaper in the country. There is little special merit in this. We have all the advantages around us. We have great Daily and Semi-Weekly light.
Tickets for passage and for Apartments in Drawing-Room and Sleeping
Coaches can be obtained, and orders for the checking and transfer of editions. Their machinery and resources are only a part of the Weekly. This paper has long had the largest circulation in America, and we have tried to justify that confidence. The result is that we have so systematized and expanded our resources that every copy of THE WEEKLY TRIBUNE contains as much matter as a duodecimo volume. Think of it! For two dollars, the farmer in the course of one year buys as much reading matter as though he filled a shelf of his library with fifty rolumes, and those volumes con-

taining the greatest works in the language. The force of cheapness can no further go.

THE WEEKLY TRIBUNE is the paper of the people. Here the eager student may know the last lessons of science. Here the scholar may read reviews of the best books. Here may be found correspondence from all parts of the world, the observations of singers and rifted map. Who were THE TRIBUNE. ence from all parts of the world, the observations of sincere and gifted men, who serve THE TRIBUNE in almost every country. All the claiorate and intricate machinery of our establishment—perhaps the most complete in America—is devoted to the purpose of making the best and cheapest weekly newspaper in the world. We think we have reached that point in giving for two dollars lifty-two duodecimo volumes a veer.

a year.

THE TRIBUNE is strong by reason of its enormous circulation and great cheapures. It has long been conceded that THE WEEKLY TRIBUNE has the largest circulation of any newspaper in the country. For years we have printed twice as many papers, perhaps, as all of the other weekly editions of the city dailies combined. This is why we are enabled to do our work so thoroughly and cheaply. The larger our circulation, the better paper we can make.

What are the practical suggestions? Many. Let every subscriber renew his subscription, and urge his neighbor to do the same. If a man cannot afford to pay two dollars, let him raise a club, by inducing his neighbors to subscribe, and we shall send him a copy gratis for his trouble. No newspaper so large and complete as THE WEEKLY TRIBUNE was ever before offered at so low a price. Even when our currency was at par with gold, no such paper but THE TRIBUNE was offered at that price; and THE TRIBUNE then cost us far less than it now does. We have solved the problem of making the best and cheapest newspaper in America—perhaps in the world. Let us see if we cannot give it a million weekly circulation.

TO MAIL SUBSCRIBERS :

TERMS OF THE WEEKLY TRIBUNE.

weekly circulation.

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